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ALBANIA -- CITIES AND TOWNS

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CONFIDENTIAL

CITIES AND TOWNS OF ALBANIA

I. GENERAL DESCRIPTION

A. Degree of Urbanization

Only about 14 percent of the people of Albania live in towns of 8,000 or more. The majority live in small villages scattered along the coastal lowlands, in the numerous valleys, and the few inland basins. In 1930 (the date of the last census) the eight largest Albanian towns had a combined population of 135,676. Tirana the capital and largest city has 30,806 inhabitants, and is followed by Scutari, with 29,209 people. Only three other towns have more than 10,000 inhabitants.

B. Functions

The cities and towns fall into three functional classifications: administrative centers, agricultural towns, and ports. Agricultural towns which serve as market centers are the most numerous, since farming is the major occupation of the country. There is scarcely any modern industrial development in Albania; home industries and small-scale manufacturing are carried on in most towns, using agricultural products and other raw materials of local origin.

The ports of Durazzo and Valona handle most of the foreign trade of the country, the chief exports consisting of cattle and cheese. Aside from being ports and leading commercial centers, the two cities are also the principal manufacturing centers. Scutari, Korca, and Elbasan likewise have some small industrial development, principally cement factories, flour mills, olive oil refineries, and a few textile establishments.

Political administration is the major function of the capital, Tirana, followed by agriculture and some small-scale industry. Tirana is also the seat of the Albanian Orthodox Archbishop and of the President and Grand Mufti of the Sunni Mohammedan Community. Similarly, the other large towns are administrative centers of Prefectures and most of them seats of Christian and Mohammedan dignitaries.

C. Strategic and Political Importance

With the exception of inland Korca, all the important towns are on, or have access to, the Adriatic Sea. Several towns are of about equal strategic importance. First there are the two ports controlling entry from the sea, followed by the inland towns of Tirana, Elbasan, and Berat in the center, and Gjinokastre in the south, each situated on and controlling one of the main roads of the country. Scutari in northern and Korca in southeastern Albania are of special significance. The former, in addition to being the second city of the country, controls northern Albania and the lowland route to southwestern Yugoslavia. Korca occupies a similar position with reference to the approaches from southern Yugoslavia and northern Greece.

D. Physical Characteristics

1. Pattern. The street patterns of Albanian towns are irregular, especially in the old parts and bazaars (markets). In the new parts there are, as a rule, several wide thoroughfares linking the main highways. Only the main streets are paved and carry more than two lanes of traffic. The side streets are narrow, tortuous, and most have dirt or cobblestone surfaces. Most of them are only one lane wide and unsuited for motor traffic. However, there are no indications of serious bottlenecks with the possible exception of Elbasan, which apparently has no major thoroughfare. Gjinokastrë is just off the main highway and does not constitute a bottleneck.

2. Buildings. Most of the Albanian houses show a strong Mohammedan influence. Many of them are surrounded by walled-in gardens. In Mohammedan houses the windows facing the streets are small and are placed high above street level. Modern houses of Western European type are few in number and found only in the new parts of cities. Korca appears to be the most modern city.

The buildings are constructed of stone, brick, adobe-brick, stucco, and in a few cases, of wood. They are generally one or two stories high. Only a few buildings exceed two stories; these are government buildings and a few modern private houses.

3. Facilities. Billeting facilities are distinctly limited even in the capital city of Tirana. Generally there are only a few small hotels in even the larger towns. Information on schools and hospitals is incomplete. Barracks of various sizes are available in all towns except Berat. Private dwellings would be generally unsatisfactory for billeting. Furthermore, the strict Moslem concept of privacy of the home would offer a serious obstacle to home billeting.

Many of the towns are openly built and include sizable tracts suitable for outdoor storage. Market places, gardens, and parks would also serve this purpose.

E. Health and Sanitation

Sanitation and public health activity are at a minimum, even in the larger centers; in the rural areas they are usually non-existent. General sanitary conditions are primitive; research is negligible; statistics on disease morbidity and mortality are lacking; and water supplies are, for the most part, uncontrolled. Elbasan and Tirana have water-carriage sewerage systems. In other towns and villages, pit privies are used to some extent; sewage is commonly used for fertilizing or irrigating fields. The only outstanding public health achievement is the anti-malarial work done by the Rockefeller Foundation.

Since public health standards are so low, typhoid fever, the dysenteries, the acute infectious and parasitic diseases, and the deficiency diseases are to be expected in the cities. Kalaazar, echinococcus, and leprosy have been reported. Although statistics are lacking as to the prevalence of tuberculosis and venereal diseases in specific towns, they undoubtedly present major health problems. Typhus and plague are potential hazards.

Medical facilities are inadequate and the number of medical practitioners is very limited.

II. DESCRIPTION BY UNIT

A. Tirana (Tiranë) (1930 population 30,806)

1. Importance

a. Strategic. Tirana, in the Tirana-Scutari lowland about 20 miles inland from Durazzo, is the largest city and the capital of Albania. It is the junction of two good roads from the Adriatic coast, a road to the interior via Elbasan, and a new road leading northward to the Durazzo-Scutari road. It possesses a modern airdrome.

b. Economic. Tirana is the center of an agricultural area exporting hides, wool, and olive oil. Its small-scale manufacturing establishments produce some cement, tiles, alcohol, soap, and flour.

c. Political. Tirana was the capital of independent Albania and is the seat of the Italian governor-general. It is also the capital of a prefecture and the headquarters of the Albanian Orthodox Church.

2. Physical Characteristics (Map 2633)

a. Site and Area. Tirana is in a valley flanked by mountains on the east and low hills on the south and west, with a river bed (now dry) to the north of the city. There are several smaller streams in the vicinity. One of these, the Llana, which is dry in summer, flows through the southern part of the city.

b. Pattern

i. Streets. The main arteries of the city center upon the Piazza Skanderbeg. South of this square the street pattern in "New Tirana," south of the Llana River, is roughly rectangular rather than radial. The widest avenues of the city are Corso Vittorio Emanuele leading to the north from the square, Via Mussolini to the west, and Viale Savoia a short distance to the south. Corso Vittorio Emanuele will carry six lanes of traffic. It is reported that all other through streets are wide enough for at least two lanes. Corso Vittorio Emanuele is paved with asphalt blocks; other through streets are asphalted.

ii. Compactness. The section northeast of the square is very compact, but other parts of the city are relatively open.

iii. Functional Areas. Most government buildings are grouped around the main square. The bazaar (market) is northeast of the square, between Via Dibra and Via 28 Novembre. Shops are located on Via 28 Novembre, Via Dibra, and Via Regina Elena. The only factory of which the location is known is near the end of the Viale Principe di Piemonte.

iv. Potential Open Storage Areas.

(1) Intraurban. The following areas in the city are suitable for open storage:

Piazza Skanderbeg	Corso Vittorio Emanuele III
Viale Savoia	Public gardens
Via Mussolini	Area near Viale Savoia

(2) Periurban. There are abundant open areas on all sides of the city.

3. Means of Access.

a. Railroad. A railroad from Durazzo was started in 1940 but according to latest reports only the roadbed is completed.

b. Highways. Tirana is served by an old and a new road from Durazzo, by a new and more direct road joining the Durazzo-Scutari road near Kruje, and by a road from Elbasan. (See Map 2633 for routes into city.) It is not known whether or not the new road to Scutari follows the old route indicated.

c. Airfield. An airdrome, which is drained, asphalted, and well defended, is on the old Durazzo road one mile west-northwest of the center of Tirana.

4. Facilities.

a. Billeting.

i. Hotels.

Continentale	Via Bogdani	40 rooms
Internazionale	Via Mussolini	20 rooms
Royal	Via Dibra	10 rooms

A new hotel is under construction on Viale Vittorio Emanuele III.

ii. Private Dwellings. Single-family homes are the rule, with some accommodation provided for guests.

iii. Schools. There are small elementary schools scattered throughout the city, in addition to:

Girls' high school	Near Via Carnavon (formerly a boarding school, with about 200 students living in)
Former boys' high school	Corner Via Mussolini and Viale Principe die Piemonte (taken over by the Italians)
Italian elementary school	Viale Principe di Piemonte

iv. Other.

Barracks (large brick)	Via Mussolini (beyond map)
Barracks	Near S. Selita, 1 or 2 miles south of city perhaps identical with preceding
Moving picture theater	Via Regina Elena
Circolo Italo-Albanese (recreational center with movie, swimming pool, etc. - two buildings connected by portico)	Near public gardens
Museum	Via P. Bogdani

(See also list of principal buildings.)
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b. Buildings.

i. Construction and Height. Ministry buildings are three-story structures of stone and brick. Buildings on the former Boulevard Zog (believed to be the present Viale Principe di Piemonte) are three-story. Most other buildings are one- or two-story. Stone, brick, stucco, and sun-dried mud-brick are all used as building materials.

ii. Principal Buildings.

Ministry buildings (six)	Piazza Skanderbeg
Parliament	Piazza Skanderbeg
Prefecture and city hall (one building)	Piazza Skanderbeg, corner of Viale Principe di Piemonte and Corso Vittorio Emanuele III
Former royal palace, now a military headquarters	Public gardens
Governor-general's headquarters	Via Carnavon
Fascist headquarters	Via P. Bogdani
Post and telegraph building	Via Pisha
Albanian National Bank	Via P. Bogdani
Yugoslav Export Bank	Via B. Mussolini
Foreign legations	----------
Circolo Ufficiali	Via Mussolini

c. Internal Transport. No special facilities are known.

d. Repair and Service Facilities. There is reported to be a large workshop for the repair of autos, arms, etc. at Kasar, 4 miles west of the city.

e. Public Utilities.

i. Water. (See R and A No. 1856, Albania - Water Supply.)

ii. Gas. The city has no gas supply.

iii. Electricity. (See R and A No. 1857, Albania - Electric Power.) The power station is on the Viale Principe di Piemonte.

f. Warehouses and Storage. No information.

5. Health and Sanitation. One of the three malaria experimental stations of the Rockefeller Foundation was maintained here. From January to November 1940, 1,630 samples of blood were examined, of which 516 were found to be positive for malaria. Anopheles superpictus predominates but maculipennis typicus is also found. In 1935 the Tirana River was dammed 2.5 miles above the city and all water diverted into an irrigation system, thus drying the river-bed within flight range of the city. After 1938 no anophelines were captured in the protected area. The Italians took advantage of the dam to provide chlorinated and filtered water for the city. That malaria is well under control in this area is shown by the steadily decreasing splenic and parasitic index rates (in percentages), tabulated as follows:

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
Splenic Index	42	34	27	20	22	20	20	15	11	11
Parasitic Index	13	5	2	2	6	3	2	1	1	1

A health center and a nursing school were organized in 1935; both were functioning in 1938. The health center includes pediatric, maternal health, venereal disease, tuberculosis, and dental clinics, and also plans public health education and school health education programs. Chemical, bacteriological, and veterinary laboratories are connected with the health center. There are facilities for vaccination and also for pasteurization of milk for babies. A building was erected to house all these services, including the malaria institute.

A state hospital with 270 beds, and a military hospital with 270 beds are located here. The state hospital has 6 large pavilions with departments of radiology, electrotherapy, and bacteriology.

A water-carriage sewer system was laid out along the principal streets, but by 1940, only a few houses had been connected. The sewer was flushed from the irrigation system.

6. War Damage Estimate. No damage is definitely known to have occurred.

B. Scutari (Shkodër) (1930 population 29,209)

1. Importance.

a. Strategic. Scutari is situated in the extreme northwest of Albania at the southern end of Lake Scutari, about 7 miles from the Yugoslav border. The city is an important focus of both land and water routes. Through the Bojana Valley it is accessible by road or small boat from the Adriatic Sea. It is connected with Yugoslavia by Lake Scutari and by three highways, one of which takes advantage of the flatlands on the northeastern shore of the lake, while another follows, for part of the way, the valley of the Drin River; a third comes from Bar on the Adriatic coast of Montenegro. There is also a highway connecting Scutari with Durazzo, Tirana, and other points in central and southern Albania.

Despite its accessibility, however, the city is a natural stronghold, surrounded by water on all sides except the north, and shielded by the northern Albanian Alps on the north and east sides. All the roads entering the city from the east, south, and west pass over bridges which could easily be destroyed.

b. Economic. Formerly the principal commercial city in Albania, Scutari has declined since the last war. But it still is the commercial center of northwestern Albania and has one of the most important bazaars in the Balkan Peninsula (market day: Wednesday). Wool, hides and furs, salted fish, timber, walnuts, and flaxseed are among the principal trade-goods. Industries are concerned mainly with the agricultural products of the region. There are factories producing macaroni, alcohol, confectionery, olive oil (two), cigarettes (four), soap (three), and wheat (three). There is also a large-scale Portland cement industry using local limestone. Before the war, the Italians had begun exploiting a copper mine east of the city.

c. Political. Scutari is the administrative center of the Prefecture of the same name, as well as the seat of the following religious authorities: a Roman Catholic archbishop, a bishop of the Albanian Orthodox church, and the (Moslem) Grand Mufti of the Kosova and Scutari prefectures. The city was, and may still be, the headquarters of an Albanian Army Group.

2. Physical Characteristics. (Map 2630)

a. Site and Area. Scutari lies at an altitude of 60 feet, on a plain bordered on the west by the lake, and on the north and east by the northern Albanian Alps. The city itself is skirted on the east by the Kiri River, and on the southwest by the Bojana River. The latter leaves Lake Scutari 2.5 miles to the west, and is then joined by the Drin River near the southern edge of the city. Thus the city is surrounded by water on all sides except the north. Access from the south is further guarded by two bare and rocky hills, Rozafat Hill (890 feet), with the Turkish citadel, on the east bank of the Bojana, and Mount Tarabosh (1,935 feet) on the west bank.

The old city and the bazaar lie at the foot of Rozafat Hill. Marshes and swamps separate them from the new city, which lies on somewhat higher ground more than a mile to the north.

Scutari and its surroundings are frequently menaced by floods from the Bojana River. The Italians are reported to have taken measures to deepen the bed of the river. The old city and the bazaar are particularly susceptible to flood, and in winter the lower streets of the bazaar become impassable.

b. Pattern.

i. Streets. (Map 2630) Three main arteries run through the new city from northeast to southwest:

Via dei Dukagini
Via Vittorio Emanuele III (continued as Via Grande)
Via Skanderbeg

There is no major artery intersecting them, but they are connected by short and straight, though presumably narrow, streets. There is no information on the width of the principal streets, though it may be assumed that they are suitable for at least 2-way traffic. Outside the center of the city, streets are generally narrow and tortuous. Most streets are unpaved.

The three arteries converge at a point southwest of the new city, and close to the marshy shore of the lake. From there one street continues southwestward to become the main street of the bazaar. A much wider street, suitable for several lanes of traffic, bypasses the bazaar on the west and ends at the main bridge across the Bojana River. Inside the bazaar, streets are cobbled and sidestreets are very narrow. The Rruga Sqeles, a steep road only part of which is suitable for motor traffic, leads from the bazaar up Rozafat Hill to the Citadel.

ii. Compactness. The city is not very compactly built. There are numerous private gardens and extensive Moslem cemeteries within the urban area, which reduce the density of the built-up area.

iii. Functional Areas. The new city is divided into a Christian quarter to the east, and a Moslem quarter to the west. Hotels, coffeehouses, stores, post, telegraph and telephone offices, and public offices, are concentrated mainly on Corso Vittorio Emanuele. The bazaar contains about 2,000 shops. The old city has now been almost abandoned because of floods.

iv. Potential Open Storage Area. Apart from the Market Square in the northeastern part of the city there are no large squares or public parks in the city area. There are, however, many small gardens and open spaces which could be used for storage.

3. Means of Access.

a. Port and Waterways. Scutari is accessible by water both from the sea via the Bojana River, and from Lake Scutari. The anchorage for both lines is at the Bojana Bridge, next to the bazaar. The iron bridge can be partially raised to permit the passage of ships.

The Bojana River which connects Scutari with the nearest Adriatic seaports (Ulcinj and S. Giovanni di Medua /i.e., Shen-Gjin/) is suitable for small motor ships and native, flat-bottomed boats. However, the Scutari anchorage can be reached only at high water; normally, with water at average height, the river is navigable only as far as Obot. A pilot is needed because of the large number of shallows and shifting sandbanks.

The lake line connects Scutari with Rijeka and Virpazar on the northwestern (Yugoslav) shore of the lake. When the water is very low, boats cannot reach the bazaar quay and unload at Shiroke, 2.5 miles to the west.

b. Railroads. None.

c. Highways. At Scutari is the junction of three highways entering northern Albania from various points in Yugoslavia and the principal route from central and southern Albania. Several local roads also converge on Scutari. The highways enter the city as follows:

From	Streets
West (Cetinje - Rijeka - Virpazar (see 3a) - Bar - Petarici /junction for Ulcinj/)	Skirts the west bank of the Bojana River, then crosses bridge to bazaar
North (Podgorica - Koplik) (This road was improved following Italian occupation.)	Enters Scutari from the northeast and reaches Via Vittorio Emanuele near Market Square
East (Sofia, Skoplje, Prizren, Kukes, Puke)	Crosses the Kiri River east of the city, then enters the city and reaches Via Vittorio Emanuele
South (Tirana - Vorrë /junction for Durazzo/ - Kruje Crossroads - Alessio /junction for San Giovanni di Medua/)	Crosses the Drin River southwest of Scutari, then leads through the bazaar
Local roads:	
Shiroke (on south side of Lake Scutari, 2.5 miles from Scutari)	Leads to the Bojana Bridge, opposite the bazaar
Mount Tarabosh (on south side of Lake Scutari)	Leads to the Bojana bridge, opposite the bazaar
Drisht (on Kiri River; 8 miles; 2.5 miles from Scutari there is a branch road to airport). Extension of this road to Kodra has been reported but lacks confirmation	Enters the city from the northeast and continues as Via Vittorio Emanuele
Pulaj (at mouth of Bojana River, 15 miles from Scutari)	Ends at the Bojana bridge, opposite the bazaar

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d. Airfields. The airport is located at Vrake, north of Scutari, on the left side of the road to Drisht. There is also an emergency landing ground. It has one small hangar and is susceptible to flooding.

4. Facilities.

a. Billeting.

i. Hotels.

Imperial Via V. Emanuele	15 rooms	restaurant
Grand Hotel Via V. Emanuele	12 rooms	restaurant
International		
Park Hotel		

ii. Private Dwellings. There were more than 6,400 houses, according to an estimate in 1930.

iii. Schools.

Large Italian Industrial School	In eastern part of town
State "Gymnasium"	
Jesuit "Gymnasium," with elementary school and commercial school (and seminary) attached.	
Franciscan "Gymnasium" (with elementary school attached)	
Stigmatine Sisters' elementary school for girls	
Mohammedan school (with library)	In bazaar
Italian (Roman Catholic) priests' seminary	
Officers' school 3,14	
Gendarmerie school	

iv. Other.

Museums. Jesuit Museum
Franciscan Museum

Theaters. No information, except that Scutari has motion pictures twice a week

Barracks. In the early 1930's the Albanians repaired old Turkish barracks and built new ones; one was called "Drin"; another "Teuta." Some or all of these are located opposite a modern hospital. A recent report mentions divisional barracks in the city.

b. Buildings.

i. Construction and Height. Every house is surrounded by a garden and a high stone wall. In the old city, which has been at least partially abandoned, houses are of Turkish type. In the new city good modern houses of Western European type are found. No houses are over 150 years old. Some still have the traditional fortress character, with loopholes in the surrounding stone walls, and a massive gateway on a sidestreet. Houses average no more than two stories.

ii. List of Principal Buildings. Venetian Citadel (This building suffered great damage by earthquakes in the nineteenth century.) It has three concentric walls of elliptical plan, nine towers, and bastions. The total circumference is about 1,970 feet, the length 935 feet, the width 695 feet. The citadel contains the palace, the tombs of the Turkish Beys of Scutari, and a mosque.

City hall ("Bashkia")	Via Vittorio Emanuele
Archbishop's palace	Via Skanderbeg
Gendarmerie headquarters	
(Former) Yugoslav Consulate	

c. Internal transport. The only means of internal transport are taxis and horsedrawn cabs, number unknown.

d. Repair and Service Facilities.

Garage
Arsenal
New coachwork factory (output small)
Ice plant
Furniture factory
Portland cement factory (using sand from Mt. Tarabosh)
Three contractors (roads, bridges, buildings;
names: Ferhat Demail; Dan Hasani; Nushi Topalli).

e. Public Utilities.

Water. The water supply is very good. There are numerous good wells; a new aqueduct was under construction in 1939. (For further details, see R and A 1856, Albania - Water Supply.)

Gas. No information.

Electricity. There is a Diesel plant with a capacity of 260 - 450 kw. on the northeast side of the city. This plant has substations. Another report lists a steam plant with one 505-hp. boiler, one 150-hp. steam engine, and one 21-kw. generator, producing direct current at 150 volts. (For further details, see R and A 1857, Albania - Electric Power.)

f. Warehouses and Storage.

Military depot

Gasoline dump (estimated 7,000 drums)

5. Health and Sanitation Facilities. The malaria problem has always been serious because of the marsh which covers about 7 square kilometers around the city. Permanent solution depends on dredging the outlet of the lake and establishing a fixed shoreline at its lower end. Anopheles maculipennis typicus is the most common vector of malaria; control has been attempted through applications of Paris green. The following table gives percentage index rates for malaria in this town:

	1932	1933	1934	1935	1936	1937	1938
Splenic Index	49	41	36	25	23	18	17.5
Parasitic Index	4	4	3	4	4	3	9.2

The table indicates steady improvement in malaria control except for a flareup shown by the parasitic index in 1938.

A 50-bed state hospital, a pediatric clinic, and a small military hospital are located here. There are public baths.

6. War Damage Estimate. No damage was reported through 10 September 1943.

C. Korca (Coriza, Korçë) (1930 population 22,787)

1. Importance.

a. Strategic. Korca is situated in eastern Albania, about 13 miles from the Yugoslav border. It is the principal city of the Albanian hinterland and the most important junction in the highway net connecting the Albanian coast with points in Yugoslavia and Greece. It also has a large air base.

b. Economic. Korca is an important trading center. There is a big weekly market for the agricultural products of the neighborhood, of which wheat is the principal item. The comparatively numerous industries also are concerned primarily with agricultural products. Korca is a center for the cheese and beer 1/ industries; there is a modern flour mill, which is large by Albanian standards, and six smaller ones; the sugar beet plantations of the neighborhood were to provide the raw-material for a sugar factory planned in 1939. Other enterprises are: two wool-spinning factories, a soap, a candle, and an alcohol factory, and two cigarette factories. A nearby asbestos deposit has been and may still be worked. There are also deposits of lignite and copper pyrites in the vicinity of Korca, but it is not known whether they have been exploited.

c. Political. Korca is the administrative center of the prefecture of the same name. It is also the seat of the following religious authorities: the archbishop of the Albanian Orthodox Church, the (Moslem) Grand Mufti of the Elbasan and Korca prefectures, and the head ("Arch-Grandfather") of the Bektashi, the principal Moslem sect in Albania.

2. Physical Characteristics. (Map 2631)

a. Site and Area. Korca is located at an altitude, 2,740 feet, at the foot of the western slopes of the Morova Mountains and dominates a richly cultivated plain. The plain will become increasingly fertile as the swamps south of Malik Lake gradually dry, a process which the Italians intended to accelerate through drainage. The plain is about 18 miles long and 5 miles wide, and surrounded by mountains on all sides. The only major break in the mountains is provided by the Devoll River, which enters the plain on the east side, flows through Malik Lake, and leaves the plain on the west.

A small brook flows through Korca in a north-westerly direction to join the Dunavec River, which flows along the western edge of the plain and drains into Lake Malik to the north.

b. Pattern. (Map 2631)

i. Streets. The street pattern is not uniform. In the southeastern part of the city many streets are short, narrow, and tortuous. Whether they are suitable for motor traffic is not known. The northern part of the city is more regularly built, with straight, gravelled streets, intersected

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1/ The large Italian brewery situated in the southeastern part of the town, was set on fire by Albanian insurgents on 28 November 1942.

by two main streets, the Viale Regina Elena and the Viale Vittorio Emanuele III, which lead northwest and northeast, respectively, from a square in the center of the town. The Viale Vittorio Emanuele becomes a broad tree-lined boulevard soon after leaving the square. Both streets appear to be suitable for several lanes of traffic, but they do not extend south of the square. However, the square may be by-passed on a street farther west, which constitutes a north-south artery through the city.

ii. Compactness. No information.

iii. Functional Areas. Most offices, banks, and stores are situated on or near the two main arteries. The bazaar lies west of the brook in the western part of the city.

iv. Potential Open Storage Areas.

(1) Intraurban. There is a small public park on the west side of Viale Vittorio Emanuele III.

(2) Periurban. There is probably ample open storage space around the city.

3. Means of Access.

a. Port and Waterways. None.

b. Railroad. None.

c. Highways. Korca is the junction of a road entering Albania from the south (Ioannina, Greece) with the Elbasan - Bilishtë road, which is the most important link between the Albanian coast (Durazzo) to the northwest, and Greece (Phlorina) and Yugoslavia (Bitolj) to the south.

From	Streets
Northwest (Durazzo, Tirana, Elbasan, Librash, Lin, Pogradec 1/). The road was repaired after the Italian occupation in 1939.	Enters Korca on the northwest side and continues into center of city as Viale Regina Elena.
South (Ioannina, Perat /junction for Valona and Berat/, Leskovik, Erseke).	Enters from the south, passes Moslem cemetery, crosses brook on bridge, and joins Viale Regina Elena.
Northeast (Phlorina, Bilishtë; road from Bitolj joins 7 miles northeast of Korca)	Enters from the northeast and continues to center of town as Viale Vittorio Emanuele.

1/ The Italians were building an alternative road from Elbasan to Korca via Gramsh and the Devoll Valley. There are conflicting reports as to whether the road is actually completed. It was to join the road from Pogradec about 7.5 miles northwest of Korca.

In addition there are two local roads; one leading east-southeast to Mborje (3 miles), the other west to Voskopoj and Shen Prodkron. (According to recent reports the Italians may intend to continue the latter road west to Berat, via Protopapë and Dobranec.)

d. Airfields. There are two military airfields; one at Drenove (2.5 miles south of Korca) is big enough to accomodate 150 planes and has underground hangars; the other is an emergency landing ground with five hangars, two of which are used as workshops.

4. Facilities

a. Billeting.

i. Hotels. Korca is reported to have two hotels but the only one known by name is the Palace Hotel with 18 rooms and a restaurant on St. George's Street.

ii. Private Dwellings. No information.

iii. Schools.

Large Italian Technical School
French Lycee (closed by the Italians after the invasion; formerly had 400 pupils)

iv. Schools.

Primary Methodist Missionary School (American; now closed)
No information on other elementary schools

v. Other. The Albanians built new barracks, and repaired old Turkish ones, near French military cemetery, outside Korca.

b. Buildings.

i. Construction and Height. Korca is the most modern city in Albania, largely because of the influence of returned emigrants to the United States. Houses are generally solid and built of stone. Many, especially on Viale Vittorio Emanuele, are of modern, western European type, but few have more than two stories. Most houses, especially in the Christian quarters of the city, have gardens enclosed by high walls and roofed gateways.

ii. List of Principal Buildings.

Public Library	Northwest corner of public park
Albanian National Bank	Northern end of Viale Regina Elena
City Hall ("Bashkia")	Viale Regina Elena
Prefecture	South end of Viale Regina Elena (a new building was under construction in 1939, near large mosque)
Gendarmerie Headquarters	

c. Internal Transport. Taxicabs (number unknown).

d. Repair and Service Facilities.

Seven flour mills, one of them large
Ice plant (15 h.p.; capacity 40 quintals per day in season)
Nail factory
Five tanneries
Large saw mill
Two printing presses
Contractor (roads, bridges, buildings; name: Sefer Maliq)

e. Public Utilities.

i. Water. Korca has an ample supply of piped water. (For further details see R and A No. 1856, Albania -- Water Supply)

ii. Gas. No information

iii. Electric Power. Electric power and light are supplied by Shoqenia Generale e Elektrikut (General Electric Company), which is reported to have a hydro plant at Bathkug, 15 miles southwest of Korca. Another report lists in the city a Diesel plant with 3 oil engines and 3 generators (total capacity 190 kw.) producing direct current at 220 volts. (For further details see R and A No. 1857, Albania -- Electric Power)

f. Warehouses and Storage. In 1937 very large oil storage tanks were reported in the neighborhood. No further information.

5. Health and Sanitation Facilities. Korca had the largest number of tuberculosis cases of any town in Albania: 214 in 1928 and 215 in 1929.

There is a state hospital with 60 beds. A small provincial hospital was planned for this town.

6. War Damage Estimate. Korca changed hands several times during the Italian-Greek campaign in 1940-1941. It is not known to what extent the city has suffered, but it may be assumed that any damage to essential buildings or services has since been repaired.

In June 1943, according to a recent report, the Italians began large-scale bombing and burning in the Korca vicinity to suppress threatening attacks by Albanian guerrillas.

D. Elbasan (1930 Population: 13,796)

1. Importance.

a. Strategic. Elbasan is situated in central Albania on the right bank of the Shkumbin River, a short distance downstream from the point where the river emerges from the mountains into low country. The city is the junction of the Shkumbin Valley (east-west) highway with routes northwest to Tirana and south to Gramsh.

b. Economic. Elbasan is the market center of the most extensively developed agricultural region in Albania. An olive oil refinery, alcohol distillery, and a cigarette factory are located in the city. The principal products shipped from the city are olives, olive oil, hides and skins, wool, and tobacco.

c. Political. Elbasan is the administrative center of a prefecture and the seat of a Bektashi Moslem diocese including the prefectures of Dibër and Elbasan.

2. Physical Characteristics.

a. Site and Area. The city lies north of the Shkumbin River. A tributary, the Zaranikë River, skirts the northwest edge of the city and flows into the Shkumbin about five miles downstream from Elbasan. Mount Krasti, 1.5 miles east of the city on the right bank of the Shkumbin River, commands the valley.

b. Pattern.

i. Streets. No up-to-date information is available as to the street pattern within the city. The streets are reported to be narrow, with cobblestone or dirt surface.

ii. Compactness. No information.

iii. Functional Areas. No information.

iv. Potential Open Storage Areas.

(1) Intraurban. Information on this point is incomplete. The ancient fortress (1188 feet by 1073 feet) might prove serviceable.

(2) Periurban. There is an abundance of gently rolling farm-land in the vicinity.

3. Means of Access.

a. Railroads. None.

b. Highways. The road from Tirana and the road from Durazzo (or Valona) via Peqin meet 4 miles west of Elbasan, follow the right bank of the Zaranikë River, cross it on a masonry bridge, and enter the northwestern section of the city. The roads from Korca (via Pogradec) and from Kukës (via Peshkëpijë) meet near Babië, about 24 miles east of Elbasan. From that point the road follows the right bank of the Shkumbin River, passes north of Mount Krasti, and enters Elbasan from the east. The completed segment of a projected alternate road from Korca (via the Devoll Valley -- reported complete at least as far as Gramsh) crosses the Shkumbin River 1.5 miles from Elbasan.

c. Airfield. There is a landing ground east of the city on the banks of the Shkumbin River.

4. Facilities.

a. Billeting.

i. Hotels. The Grande Albergo (8 rooms) and the Hotel Adriatic are both very small. Further hotel accommodations are available at Lixha, 9 miles south of Elbasan.

ii. Private Dwellings. According to one source there are about 2,500 private dwellings in Elbasan.

iii. Schools. There are presumably some elementary schools in addition to a normal school and a girls' lyceum.

iv. Other. Old barracks located on the north bank of the Shkumbin River above the new Korca road and new barracks on Mount Krasti probably constitute the most important billeting accommodation available. A museum and a small library are in the same building with the Prefettura.

b. Buildings.

i. Construction. Houses are reported to be built in Turkish style, of mud-brick (adobe), mostly one-or two-story, surrounded by stone walls.

ii. Principal Buildings. The exact location of the Prefettura is not known.

c. Internal Transport. No information.

d. Repair and Service Facilities. No information.

e. Public Utilities

i. Water. (See R and A No. 1856, Albania - Water Supply.)

ii. Gas. No information available.

iii. Electricity. (See R and A No. 1857, Albania - Electric Power.)

f. Warehouses and storage. No information.

5. Health and Sanitation Facilities. An anti-malarial station was maintained here by the Rockefeller Foundation, but malaria control is most difficult to effect because of the abundant breeding places for mosquitoes along the river and in the rice fields. Anopheles maculipennis typicus and superpictus are the principal vectors of malaria in this region. The following table gives endemic index rates (in percentages) for malaria in this town:

	1933	1934	1935	1936	1937	1938
Splenic Index	53	48	58	48	41	45.9
Parasitic Index	21	5.4	5.4	4.8	6.2	9.4

The difficulty of control is shown by the rise, between 1936 and 1938, of cases with active blood-stream infection.

A small hospital with 10 to 30 beds is located here and a small military hospital was under construction in April 1940.

There is a water-carriage sewer system in this town.

7. War Damage Estimate. Elbasan was on the fighting line during the Greek-Italian campaign of 1940-1941. It is not known how heavily the city suffered, but it may be presumed that any damage to essential buildings or facilities has since been repaired.

E. Gjinokastrë (Argyrokastron) (1930 population 10,836)

1. Importance.

a. Strategic. Gjinokastrë is situated in the upper valley of the Dhrino River, a tributary of the Vijosë. It is the largest city in southern Albania and occupies a commanding position on the slopes overlooking the Dhrino Valley. It is the most important city on the highway from Valona to Ioannina, one of the principal road links between Albania and Greece.

b. Economic. The city serves as a market for the agricultural products of the neighborhood. It is a center of the cheese industry and also has a tobacco factory, a modern flour mill, and two wool-spinning factories.

c. Political. Gjinokastrë is the administrative center of the prefecture of the same name. The city is of importance to the Moslem population, not only as the seat of the Grand Mufti of the Gjinokastrë and Valona prefectures, but also as a center of Bektashism, the principal Moslem sect in Albania. The Holy Tekke (house) of Asim Baba at Gjinokastrë is the center of a Bektashi diocese, which comprises the prefectures of Gjinokastrë and Valona, with the exception of the sub-prefecture of Premet. Gjinokastrë is also the seat of a Greek Orthodox archbishopric.

2. Physical Characteristics.

a. Site. The city is built, on the left bank of the river, on five bare, rocky spurs of Mali i Gjer Mountain. From the air it looks like a giant hand with fingers opening towards the river. The valley is flat and fertile and more than a mile wide on the average. The altitude of the city is 1,070 feet, but the mountains on either side reach heights of between 6,000 and 7,000 feet. Two or three miles south of Gjinokastrë the L. i Suhes River, a left-bank tributary of the Dhrino, enters the valley.

b. Pattern.

i. Streets. As far as is known, Gjinokastrë has an irregular street pattern with no major arteries. Being situated on the hills, off the main road, it is a dead end as far as through traffic is concerned. The center of the city is Cerces Topulli Square, from which a wide tree-lined street leads to the Valona - Ioannina Highway in the valley. Farther up the slopes, streets are narrow and unsuitable for motor traffic. They have a dirt or cobblestone surface. In January 1940 1,000,000 lire were allotted for their improvement, but whether these improvements have been carried out is not known.

ii. Compactness. The city is closely built, especially in the central part.

iii. Functional Areas. The city hall, hotels, restaurants, coffeehouses, and modern stores are concentrated on Cerces Topulli Square.

iv. Potential Open Storage Areas. No information.

3. Means of Access.

a. Port and Waterways. None

b. Railroads. None

c. Highways. A branch road, less than a mile long, connects Gjinokastrë with the highway from Valonë to Ioannina. (The route runs as follows: Valona - Tepelenë - Kelcyrë /junction for Berat/ - Gjinokastrë - Gjorgucat /junction for Sarandë/ - Kakavi - Ioannina.) The route from Valona to Gjinokastrë was improved by the Italians after the occupation.

d. Airfields. There is a small airdrome less than two miles north of Gjinokastrë, east of the Valona road. It is now suitable only for small aircraft, but improvements are in progress.

4. Facilities.

a. Billeting.

i. Hotels. Savoia
Reale

ii. Private dwellings. No information.

iii. Schools. Italian industrial school
French Lycee was closed in 1933
No information on elementary schools

b. Buildings.

i. Construction and Height. Houses are built of stone and represent a mixture of Turkish and Western European types. Few have more than 2 stories. Many are painted bright blue and white, and some have gardens with cypresses, oranges, and lemons. Most houses are entered by means of a small gate. The older houses are divided into two halves; the living quarters and harem, with grilled windows, are on the left; the guest quarters, with an open veranda on the upper floor, on the right. Some houses have the fortress character of northern Albanian houses, with loopholes in the lower story and grills on the windows of the upper story.

ii. List of Principal Buildings.

Venetian-Turkish fortress (now state prison; can hold 5,000 men; emplacements for 85 guns)
City hall ("Bashkia") on Cerces Topulli Square
Large Palace of Prefecture
Gendarmerie Headquarters

c. Internal Transport. No information

d. Repair and Service Facilities.

Filling station
Garage
Three tanneries

e. Public Utilities.

i. Water. The water supply is poor, especially in summer. Water has to be carried into the city by mules, or collected in rainwater cisterns. An aqueduct was under construction in 1939.

ii. Gas. No information.

iii. Electricity. There is a Diesel plant with a capacity of 140-180 kw. Its exact location is not known. (For further details see R and A No. 1857, Albania - Electric Power.)

f. Warehouses and Storage. Gasoline is reported to be stored underground in fortress.

5. Health and Sanitation Facilities. Malaria and syphilis are prevalent in this region; in 1928, there were 123 cases of syphilis reported, and in 1929, 136 cases. Typhus was reported in August 1942.

A state hospital here has 60 beds.

6. War Damage Estimate. Gjinokastrë was in the fighting line during the Italian-Greek campaign, 1940-1941. It is not known to what extent the city has suffered, but it may be assumed that any damage to essential buildings and services has since been repaired.

F. Berat

1. Importance.

a. Strategic. Berat is situated in south-central Albania on the Osum River. It commands the only road from the central Albanian coast to northwestern Greece between the Valona route and the Korca route.

b. Economic. Berat is the market center for a territory producing olives, fruit, and grain. It has several small tobacco factories and several small flour mills.

c. Political. The city is the administrative center of a prefecture and the seat of an Albanian Orthodox bishopric.

2. Physical Characteristics

a. Site and Area. Berat is situated at the narrowest point of the Osum River Valley. The old citadel, which is still inhabited by about 1500 people, is on a steep, rocky height on the right (east) bank of the river. The main part of the city is also on the right bank, at the foot of the cliff. An old masonry bridge links this section to the suburb of Goritsa, on a hill on the left bank.

b. Pattern.

i. Streets. One main artery parallels the right bank, while another crosses the river and climbs the hill on the left bank. Another road follows the left bank. For at least part of its length, the street on the right bank is three-lane and paved. The streets in general are reported by one source to be wide, but the available photographs cast doubt upon this statement.

ii. Compactness. The main part of the city is very compact.

iii. Functional Areas. No information.

iv. Potential Open Storage Areas.

(1) Intraurban. Level open space within or near the city is presumed to be scarce, except for the margin of the river, which is frequently flooded. A public garden is situated on the road from Durazzo at the north end of the city. An open market place is located at the foot of the citadel hill.

(2) Periurban. The valley widens both upstream and downstream from the city and would probably be suitable for open storage.

3. Means of Access.

a. Highways. The road from Durazzo enters the city along the right bank of the river, crosses the river on the masonry bridge, then ascends the hill on the left bank and proceeds southward. There are no other through roads, although a road to Korca via Cerevodë was planned (1940).

b. Air. There is a small airdrome, with cement runway, fuel depot, hangar, and barracks, situated 9 miles from Berat on a road which branches north from the Durazzo road 8 miles northwest of Berat. There is another airfield just north of Berat, east of the Durazzo road.

4. Facilities.

a. Billeting.

i. Hotels. There are two small hotels: Colombo (16 rooms) and Savoia (4 rooms).

ii. Private Dwellings. One source reports 1,900 private dwellings in Berat. (Population of 8,504 is reported by the same source.)

iii. Schools. There are several schools.

iv. Other. There is one cinema.

b. Buildings.

i. Construction and Height. The houses are generally one- or two-story.

ii. Principal Buildings. The principal buildings include the old citadel, the prefecture, the gendarmerie, and the national bank.

b. Internal Transport. No information available.

c. Repair and Service Facilities. Nothing is known of these except the presence of at least one garage.

d. Public Utilities.

i. Water. (See R and A No. 1856, Albania - Water Supply.)

ii. Gas. No information available.

iii. Electricity. (See R and A No. 1857, Albania - Electric Power.)

e. Warehouses and Storage. No information available.

5. Health and Sanitation Facilities. Malaria is a problem here because of the rivers and irrigation canals. An anti-malarial station was set up and maintained by the Rockefeller Foundation. Anopheles superpictus is the most common vector. By 1939 much of the lowland around the city had been drained. The following table gives the index rates (in percentages) for malaria in this town:

	1933	1934	1935	1936	1937	1938
Splenic Index	71	53	40	38	36	31
Parasitic Index	24	8	4	5	4	6

Despite the progress made in malaria control, this disease would still be a major threat to invading forces in this city.

A state hospital in Berat has between 10 and 30 beds.

6. War Damage Estimate. Berat was on the fighting line of the Greek-Italian campaign in 1940-41. It is not known how heavily the city suffered, but it may be assumed that any damage to essential buildings or facilities has since been repaired.

G. Durazzo (Durrës) (1930 Population: 9,737)

1. Importance.

a. Strategic. Situated on the Adriatic coast, Durazzo is the only port in Albania having quayside facilities adequate to accommodate several large and medium freighters at a time. It commands two roads from the coast: one giving access both to the interior (Tirana and Elbasan) and to the northern coastal area (Scutari); the other linking Durazzo to the Shkumbin Valley, the southern coast of Albania, and to the interior of southern Albania.

b. Economic. Durazzo is the principal port and commercial center of Albania. Its industries include a cigarette factory and three modern flour mills, one of which is the largest in Albania (4,500 metric tons per year).

c. Political. Durazzo is the seat of an Albanian Orthodox bishopric and of a Roman Catholic archbishopric.

2. Physical Characteristics. (Map 2634)

a. Site and Area. Durazzo is located at the southern end of a ridge, about six miles long from north to south, which is almost completely cut off from the Albanian mainland by a long lagoon and marsh. Two narrow isthmuses, one near the north and one near the south end of the ridge, link it to the mainland. The old Venetian castle is on a hill about 310 feet above sea level. The modern city lies on the lower ground east and southeast of this hill, extending part way up its slopes. The harbor lies east-southeast of the city, and southwest of the isthmus. The city's only access to the mainland is by a causeway built across the marshy southern isthmus with a bridge over the narrow outlet of the lagoon.

1. Pattern.

i. Streets. The main artery, Via Vittorio Emanuele, runs from the seaward end of the port area to the principal square of the city (Piazza della Liberta) and thence, bearing east, to the causeway which leads to the mainland. Prior to the war, this avenue was the widest and best paved in the city; it will bear three or four lanes of traffic and is reported to be concrete or macadamized. Another important street, Via B. Mussolini, leads north from the square and out of the city, between Mount Durazzo and the lagoon, to the airport and the ancient Porta Romana. Parallel to Via Vittorio Emanuele on the southeast, there is an alternate and equally good route to the causeway on to the airport (as shown in Map 2634). Other streets are narrow with cobblestone or trodden earth surface. They preserve no regular pattern.

ii. Compactness. For the most part the city is extremely compact.

iii. Functional Areas. Commercial establishments are on and near the southern part of Via Vittorio Emanuele. The flour mills are in the northeastern district near the road to the mainland. The tobacco factory is on the south side of Via Principe di Piemonte about 300 yards northwest of its

southeast end. There are two sawmills on Via Skelës and Via Skanderbeg, and a macaroni factory at the north end of Via B. Mussolini. There is a gypsy settlement on the slopes of the hill.

c. Potential Open Storage Areas.

i. Intraurban. A square and public garden at the southern end of Corso Vittorio Emanuele and the Piazza della Liberta at the center of the city are the most extensive open spaces within the built-up area.

ii. Periurban. The quays within the port area and probably the beach along the Adriatic furnish suitable areas for outdoor storage. Substantially all land on other sides of the city, however, appears to be either hilly or marshy, though some of the marsh-lands may have been reclaimed.

3. Means of Access.

a. Port. The harbor is entirely artificial, being sheltered by two moles. Molo di Ponente extends southwest from the most southerly point of the shore, and Molo di Levante southward from the isthmus. A new pier has been built since March 1941 approximately 930 feet north-northeast of Molo di Ponente. The deep-water harbor lies between Molo di Ponente and the new pier. Berthing facilities for large merchant vessels are provided by quays on the inner face of Molo di Ponente (total quay-length here, 1,370 feet) and alongshore between Molo di Ponente and the new pier (length 930 feet). Smaller vessels can be accommodated in the area between the new pier and Molo di Levante. Tankers are reported to berth alongside the inner face of Molo di Levante near its outer end. Oil is stored near the foot of Molo di Levante; it is reported that two pipe-lines extend along this mole to its outer end.

b. Railroad. So far as can be ascertained, the long-projected railway from Durazzo to Tirana, which was started in 1940, has not been completed. A local narrow-gauge line serves the harbor area.

c. Highways. Two roads, one from Tirana, the other from Elbasan, with connections to all parts of Albania, meet just east of the isthmus and cross it via the causeway previously mentioned, then enter the city by way of Corso Vittorio Emanuele III. The local road leading north by way of Via B. Mussolini to the ruins of Porta Romana was so poor in 1940 that it was suitable for motor traffic only in dry weather, but it has presumably been improved since the completion of the airdrome.

d. Airports. Two airdromes have been reported (1942) under construction: a civil airdrome a mile north of the center of the city on the right side of the road to Porta Romana (Via B. Mussolini); and a military airdrome 1.25 miles from Sijak, a village on the mainland 7 miles east-northeast of Durazzo on the Durazzo-Tirana road. It has more recently (prior to February 1943) been reported that one airport, of modern construction, is complete; it is believed probable that this is the civil airdrome, which is visible in aerial photographs taken in June 1943. A portion of the inner harbor, near the eastern end of the east mole, is reported to be used as a seaplane anchorage.

4. Facilities.

a. Billeting.

i. Hotels.

New hotel	Via Principe di Piemonte, near Pubiic Garden	30 to 40 rooms
Isolabella	Via Tarabosh	12 rooms
Augusteo	Via Vittorio Emanuele III, south of Piazza della Liberta	6 rooms
Iola		8 rooms

ii. Private Dwellings. One source reports that there are 2,065 private dwellings in Durazzo. The same source, however, reports a population of only 8,866; it may reasonably be assumed that there has been some further construction to accommodate increased population.

iii. Schools.

Boys' school (2-story)	Via B. Mussolini
Boys' school (small)	Via Skanderbeg
Girls' school (2-story)	Via Gerloj
High school	Via Gerloj
Infants' school (2-story)	Via Gerloj
Convent and school	Northwest end of Via Vittorio Emanuele
Gendarmerie school (about 200 students)	
School for pilots	Reported at the completed airport

iv. Other.

Barracks	West side of Via B. Mussolini on outskirts
Naval barracks (about 200 men)	In harbor area
Former gendarmerie barracks	Via B. Mussolini near Via Lagjere
National cinema	Piazza della Liberta
Esperia cinema	Via Vittorio Emanuele

There are several groups of buildings resembling barracks on the Tirana road a short distance east of the bridge over the lagoon outlet.

b. Buildings.

i. Construction and Height. Via Vittorio Emanuele is the only street in Durazzo on which most of the buildings are more than two-story. Houses are mostly of stucco with tile roofs. Some on the outskirts are of mud-brick, and in the gypsy quarter there are wooden shacks with roofs of plaited straw.

ii. Principal Buildings. King Zog's former summer palace is situated on the hill west of the town. A single building at the south end of Piazza della Liberta houses the

prefecture, the city administration, and the post and telegraph office. The National Bank of Albania (branch) is located on Via G. Ciano, near the port, and the Bank of Naples on Via Vittorio Emanuele III. The admiralty building is on the east side of the town facing the harbor, and the army headquarters north of it.

c. Internal Transport. A narrow-gauge (Decauville) railway serves the port area. No tramways or busses are reported.

d. Repair and Service Facilities. There are at least three garages in town (on Via Papa, Via Haveriku, and Via Ilia Shomo). There is reported to be a motor transport depot, consisting of a corrugated iron shed about 180 feet by 90 feet, on the right side of the road to the mainland. There is believed to be a seaplane repair shop in a small building about 30 yards west of Molo di Levante.

e. Public Utilities.

i. Water. (See R and A No. 1856, Albania - Water Supply.)

ii. Gas. None

iii. Electricity. (See R and A No. 1857, Albania - Electric Power.)

f. Warehouses and Storage. On the southwest quay (Molo di Ponente) there are two large warehouses (each 160 by 80 feet), two 80 feet square, and several smaller ones. Along the shore there are two large warehouses (each 160 by 90 feet, near the southern end of North Quay) and several smaller ones. There are forty or fifty small buildings suitable for storage purposes located some three or four miles from Durazzo on the old Tirana road.

5. Health and Sanitation Facilities. The Rockefeller Foundation has done much towards controlling malaria in this region; one of its three experimental stations was located here. A large, marshy lagoon covering some square miles behind the town, offered an ideal breeding place for mosquitoes. Anopheles elutus and maculipennis typicus are the most common vectors of malaria. Sea water was introduced into the lagoon by a canal, thus raising the salinity of the water in the lagoon to the point where mosquito breeding could no longer take place. Flood-gates made it possible to hold the salt water until salinity was built up to a point considerably beyond the 16 percent upper limit which can be tolerated by elutus. Filling was also employed at Durazzo. A heavy rainfall in the spring, by lowering the salinity of the lagoon water, can upset malaria control in this whole area. Paris green was used extensively and marshes were drained. The following table gives index rates (in percentages) for malaria in this town:

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Splenic Index	45	29	29	30	27	26	25	19	22	18	8	2
Parasitic Index	13	5	8	4	6	3	3	2	5	5	6	8

This table indicates that malaria was becoming fairly well controlled by 1936, but that active cases have increased since then as shown by the rising parasitic index.

A small state hospital with 10-30 beds is located here. There is an antirabic institute.

6. War Damage Estimate. Durazzo was on the fighting line during the Greek-Italian campaign of 1940-41. It is not known to what extent the city suffered, but reports based on aerial photographs taken in June 1943 do not mention any damage. This supports the assumption that any damage to essential buildings or facilities has been repaired.

H. Valona (Vlorë) (1930 population 9,106)

1. Importance.

a. Strategic. Valona is in southern Albania on Valona Bay, the best harbor on the Albanian coast. As a port it is second in importance to Durazzo. It serves as a naval base, and as a port for the Devoll oilfields, with which it is connected by a pipeline. It has one of the three best airports in Albania, as well as landing facilities for seaplanes. An important road leads from Valona southeast, into the hinterland of southern Albania and to Ioannina in Greece. For part of its route this road follows the Vijose River, the flat delta of which, immediately north of Valona, forms one of the few natural gateways to the Balkans on the Albanian coast.

b. Economic. Located in a rich farming district, Valona is one of Albania's major commercial centers. Salt from the Arta Lagoon 1/, olives and olive oil, cereals, cattle, and fish are the principal goods traded. There are some small industries, including a flour mill, a stocking factory, a cheese factory, and, at Krionero south of Valona, a soap factory and a plant producing alcohol and derivatives. North of Valona are chalk deposits and materials for cement and kiln industries.

c. Political. Valona is the administrative center of the prefecture of the same name.

2. Physical Characteristics. (Map 2632)

a. Site and Area. The port of Valona, known by the name of Skala, is on the northeastern side of Valona Bay. The city of Valona lies about 1.25 miles inland, at an altitude of 88 feet, at the foot of -- and partly enclosed in -- a semicircle of steep hills of which Topana hill (406 feet) is the most noteworthy. These hills, covered with olive and almond trees, are at the northern end of the Lungara Range, which completely encloses the bay on the east side. To the west and south the bay is shielded by the Acroceraunian Range. The only level part of the coastline is to the north, where a marshy peninsula separates the bay from the Arta Lagoon and the delta of the Vijose River. The environs of Valona are fertile, but used to be marshy and infested with malaria. Large-scale drainage was projected by the Italians, and according to a recent Italian report the entire marsh has now been reclaimed.

b. Pattern.

i. Streets (Map 2632). The street pattern is very irregular. The only main artery is Via Vittorio Emanuele III, which cuts through the maze of narrow, crooked streets from southwest to northeast. Before the Italian occupation, the streets were unfinished and very dusty. A broad tree-lined street leads from the port into the city. Its exact width is not known.

1/ According to a recent report the salt mines were destroyed by the Italians in 1942.

ii. Compactness. The city is somewhat loosely built with many unfinished squares and buildings.

iii. Functional Areas. The customs house and numerous offices, stores, and depots are located in the port, which, however, also contains private dwellings and a museum. In the city stores are located along the principal streets. The prefecture is situated on the southern outskirts.

iv. Potential Open Storage Areas.

(1) Intraurban. There are numerous open spaces suitable for open storage in the city. The best ones are the public garden and the large square (Piazza Bandiera).

(2) Periurban. There is ample open storage space on the level land north of the city and also on the western and southern outskirts (football ground and barracks courtyards on road to port). There are two parking spaces in the port area.

3. Means of Access.

a. Port and Waterways. The port of Valona, 1.25 miles south of the city, is shallow and can be used only by vessels under 1,000 tons. Larger vessels anchor in the bay and discharge into lighters. Although Valona Bay is a good natural harbor the port is entirely artificial, being protected by two jetties, with an area roughly 1,100 by 600 feet. The entrance is about 1,050 feet wide. Of the two jetties the shorter (eastern) one (460 feet long) belongs to the government, the longer (western) one (590 feet) to the Selenicë Mine Company. Only at the western jetty is there sufficient depth for ships to come alongside. The Italian oil pipeline from the Devoll oil fields ends at Krionero, about 2 miles south of Valona Port.

b. Railroad. A "Decauville" (narrow-gauge), railroad some 19 miles long, runs from the Selenicë bitumen mines, 10 miles northeast of Valona, to Valona port. There are rails on both jetties, but they do not appear to be connected with the Selenicë line, which ends at a point east of the road connecting the port with the city. A second light railway, perhaps not now in use, connects the port with the saltpans at Arta (2 miles). A third one runs parallel to the Sarandë road and ends at a point near the eastern jetty. Its other terminus is not known.

c. Highways. Valona is at the junction of the coastal highway from (Tirana)-Durazzo to Sarandë with the road from Ioannina-Gjinokastrë (or Prëmet)-Tepelenë, one of the principal road links between Greece and Albania. It is also the terminus of a local road from Arta (2.5 miles northwest) and another from Kanina, 3 miles southeast of Valona, only part of which is suitable for motor traffic.

The principal highways enter the city as follows:

From	Streets
North (Durazzo, Rogozhinë, Lushnjë, Fier); this route was repaired by the Italians after the occupation	Enters city from northwest and reaches a fork, whence Via G. Kastriotit (left) leads to center of city, while Via Shen Thodrit (straight on) by-passes the center and connects with the road leading to the port
Southeast (Joannina-Gjorgucat-Gjinokastrë-Tepelenë, where another road from Ioannina, via Perat, Premet, Këlcyrë, joins the route). The road from Gjinokastrë to Valona was reconstructed after the Italian occupation	Enters Valona from the northeast and joins Via Vittorio Emanuele in the center of the city
South (Sarandë, Himara)	Passes airport, joins road from port, and enters city from the south

d. Airfields. Valona has one of the three most important airdromes in Albania. It has been greatly improved since 1941: asphalted, drained, and equipped with all modern installations, Valona also has landing facilities for seaplanes. In addition there is a rough landing strip in the vicinity of Valona.

4. Facilities.

a. Billeting.

i. Hotels.

Gambino	near Large Mosque	10 rooms	restaurant
London (probably now re-named)	Via J. Godart	30 beds	
Europa	Piazza Bandiera	10-15 beds	
Tirane	Via G. Kastriotit	10-15 beds	

ii. Private Dwellings. In 1930 the number of houses was estimated to be between 800 and 1,000.

iii. Schools. Trade school.

4 boys' schools

1 girls' school

Infants' school

iv. Other. In 1941 barracks were built by the Italians on Lake Studri; they are hidden in the hills and protected from air attack. There are also several barracks along the road from the port to the city, and one on the northwestern outskirts. There are two museums (one a government museum in the port next to the customs house, the other a private museum of the Vlora family in Piazza Bandiera), and a motion picture theater (on the road to the port).

b. Buildings.

i. Construction and Height. The city has modern villas -- with gardens especially in the region nearest the port -- and some modern public buildings, along the main streets. In the older, eastern part of the city the houses are mostly two-story, of stone construction. In the western and southern outskirts are bungalows built of concrete, cement blocks, or bricks.

ii. List of Principal Buildings.

Prefecture on the road to the port

Gendarmerie Headquarters

(Former) French Consulate

(Former) Yugoslav Consulate

(Former) Italian Consulate (now reported to be Military Headquarters)

(Former) Greek Consulate

National Bank

Fairly large bazaar

Palace of the Vlora family north of the town.

c. Internal transport. A one-meter-gauge horse tramway runs from Valona to the port and thence onto both jetties.

d. Repair and Service Facilities.

Machine shop in port (with metal and wood-working equipment)

Olive oil mill

Bus garage and repair shop in city

Slaughterhouse

Oil pipe-line maintenance shop

Ice plant

Two public works contractors (roads, bridges, buildings; names: Kristaq Gjyli; Thanas Simonidhi)

e. Public Utilities.

i. Water. A new aqueduct was completed in May 1940. Previously an aqueduct, 4.3 miles in length, and four springs furnished the city with water. The supply was of good quality, but insufficient, especially in summer. There is a very good spring in Krionero (2 miles south of Valona port), possibly the source of the new aqueduct. (For further details, see R and A 1856, Albania - Water Supply.)

ii. None

iii. Electricity. There is a Diesel plant of 300 kw. capacity about one-half mile east of Valona Port. Substations are reported in the port, in the center of the city near the Public Gardens, and on the northeastern outskirts near the road to Fier. An electric pump reportedly controls the drainage system in the area southwest of the airfield. (See also R and A 1857, Albania -- Electric Power)

f. Warehouses and Storage. There are several warehouses and military storehouses in the port area and along the shore south of it. The most modern are the Customs Warehouse, at the root of the eastern jetty, another warehouse across the road immediately northwest of it, and the salt warehouse on the beach between the two jetties. Large warehouses were recently reported to be under construction on the road between the port and the city. There is no cold storage.

The Valona area has the most important fuel oil depot and store in Albania. There are tanks for storage of crude oil at Krionero, the terminus of the pipeline from the Devoll oil fields. Another depot is reported south of Gusbaba Hill, near the road to Kanina.

5. Health and Sanitation Facilities. Much has been done here by the Rockefeller Foundation; one of its three anti-malarial experimental stations being maintained here. The principal vectors of malaria are Anopheles superpictus and maculipennis typicus. All the territory between the city and the sea was swampy. In 1933 ditches were dug and in 1934 some of the low land near the city was filled in. By 1940, one-quarter of the zone had been reclaimed. In February 1943 it was reported that the entire marsh around Valona had been reclaimed, and what was formerly a plague spot had been transformed. The following table gives index rates (in percentages) for malaria in this town:

	1939	1932	1933	1934	1935	1936	1937	1938
Splenic Index	85	80	69	60	55	50	50	48
Parasitic Index	31	11	12	7	7	7	13	8

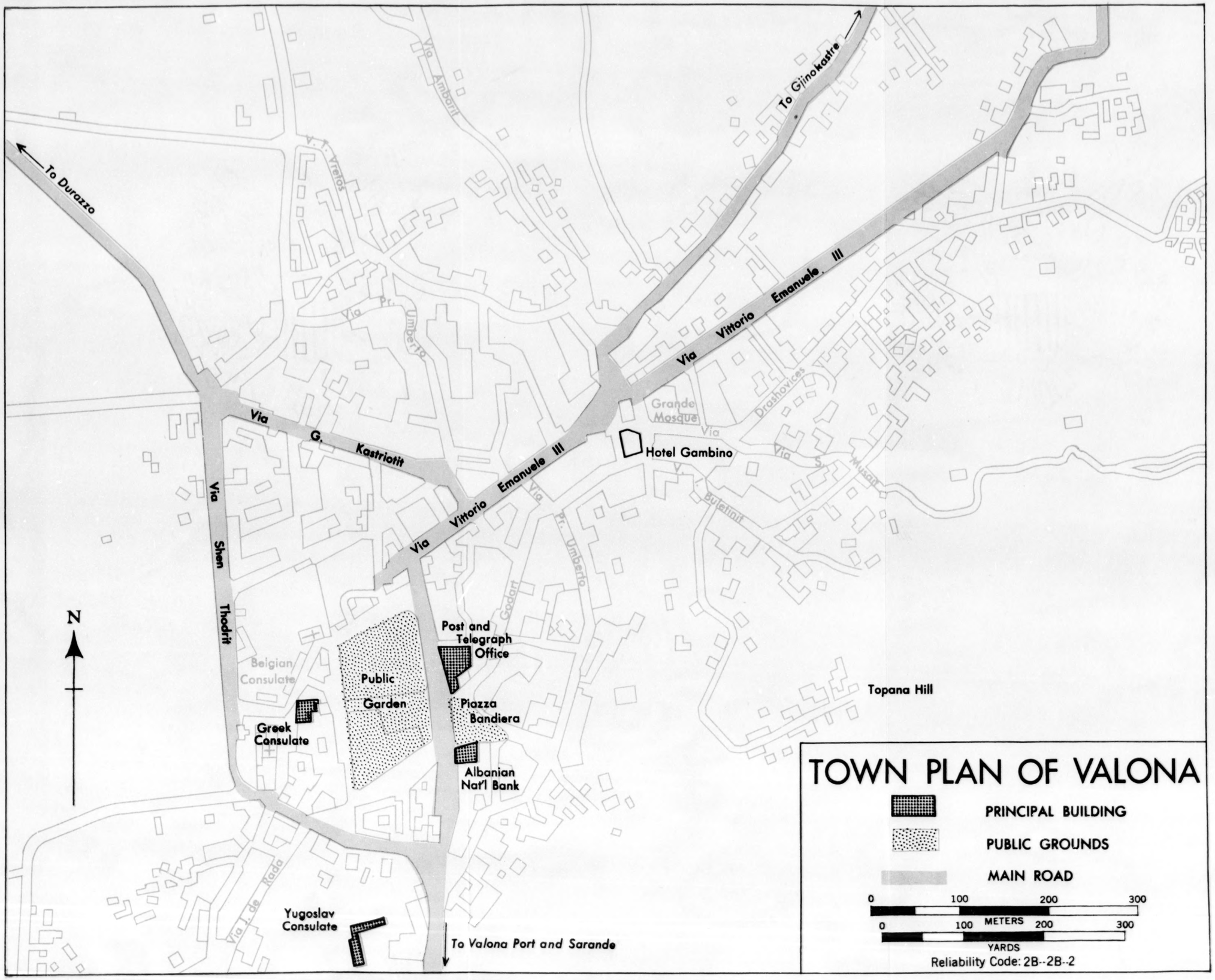
If these figures are correct, they show that progress was made in controlling malaria from 1931-1938. Since 1939 the malaria problem seems to have gotten out of hand; between August and November 1939, 1,344 samples of blood were examined and 354 found positive for malaria, and from December 1939 to November 1940, 1,872 samples were studied and 1,051 found positive.

There is a state hospital with 60 beds, and a neuro-psychiatric hospital with 170 beds. Medicinal baths are to be found here.

6. War Damage Estimate. No bombing of Valona has been reported since the end of the Italian campaign against Greece in 1940-41. Valona port was under heavy attack from the sea and the air during that campaign, but it may be presumed that most of the damage has since been repaired.

(35506)

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.



TOWN PLAN OF VALONA

PRINCIPAL BUILDING

PUBLIC GROUNDS

MAIN ROAD

0 100 200 300

0 100 METERS 200 300

YARDS

Reliability Code: 2B--2B--2

MAP NO. 2632
18 SEPTEMBER 1943

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS
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TOWN PLAN OF DURAZZO

PRINCIPAL BUILDING

PUBLIC GROUNDS

MAIN STREET

To Porta Romana and Civil Airdrome

To Mainland

Via Grande

Via Skanderberg

Castle

Via Gerloi

New Mosque

City Hall

Via Principe di Piemonte

Orthodox Church

Bank of Naples

Nat'l Bank of Durazzo

Public Garden

New Jetty

ADRIATIC SEA

DURAZZO BAY

N

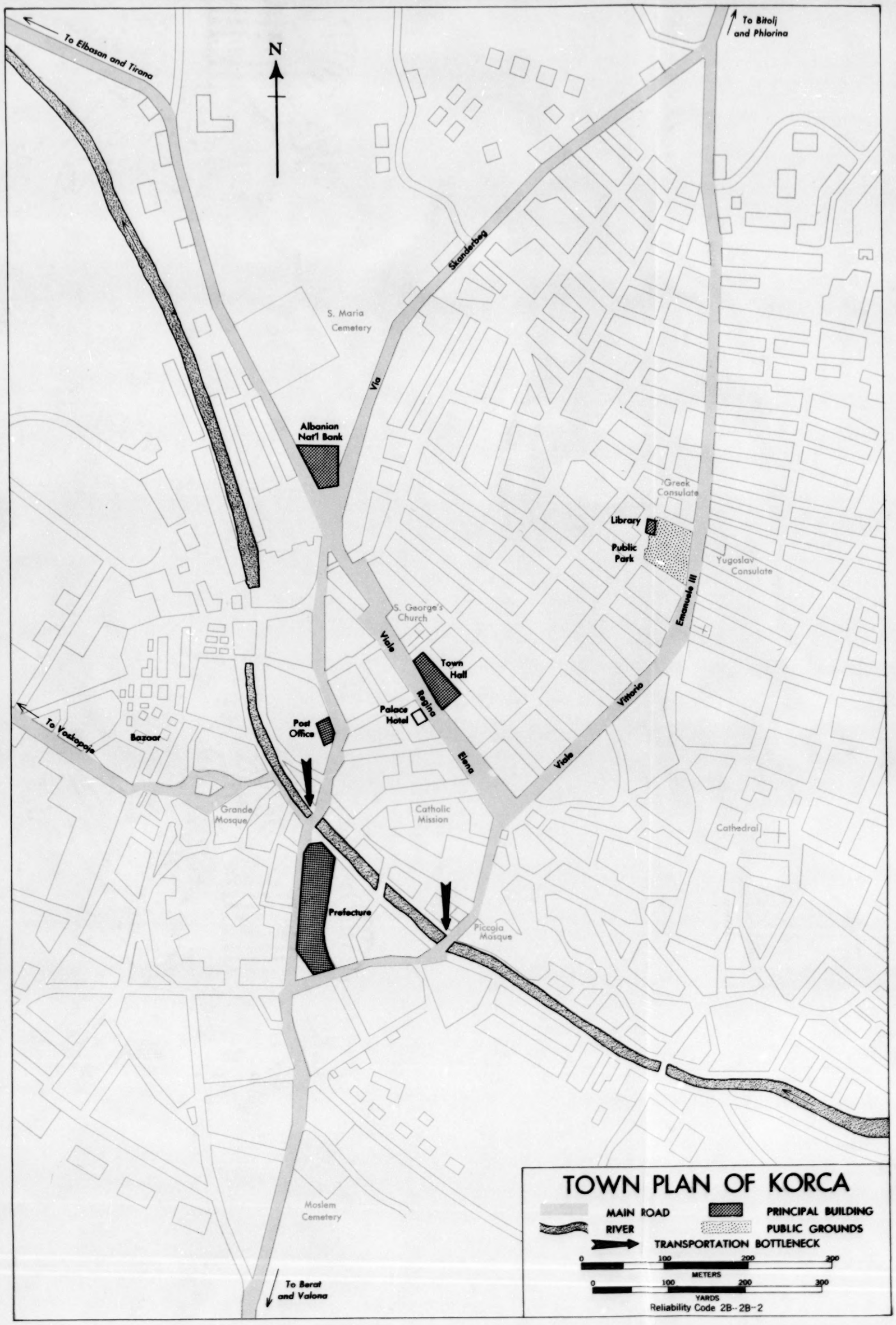
0 100 200 300 METERS

0 100 200 300 YARDS

Reliability Code 2B--2B--2

MAP NO. 2634
21 SEPTEMBER 1943

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS
LITHOGRAPHED IN THE REPRODUCTION BRANCH, OSS



MAP NO. 2631
20 SEPTEMBER 1943

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS
LITHOGRAPHED IN THE REPRODUCTION BRANCH, OSS

TOWN PLAN OF SCUTARI

RIVERS AND LAKES

MAIN ROAD

PRINCIPAL BUILDING

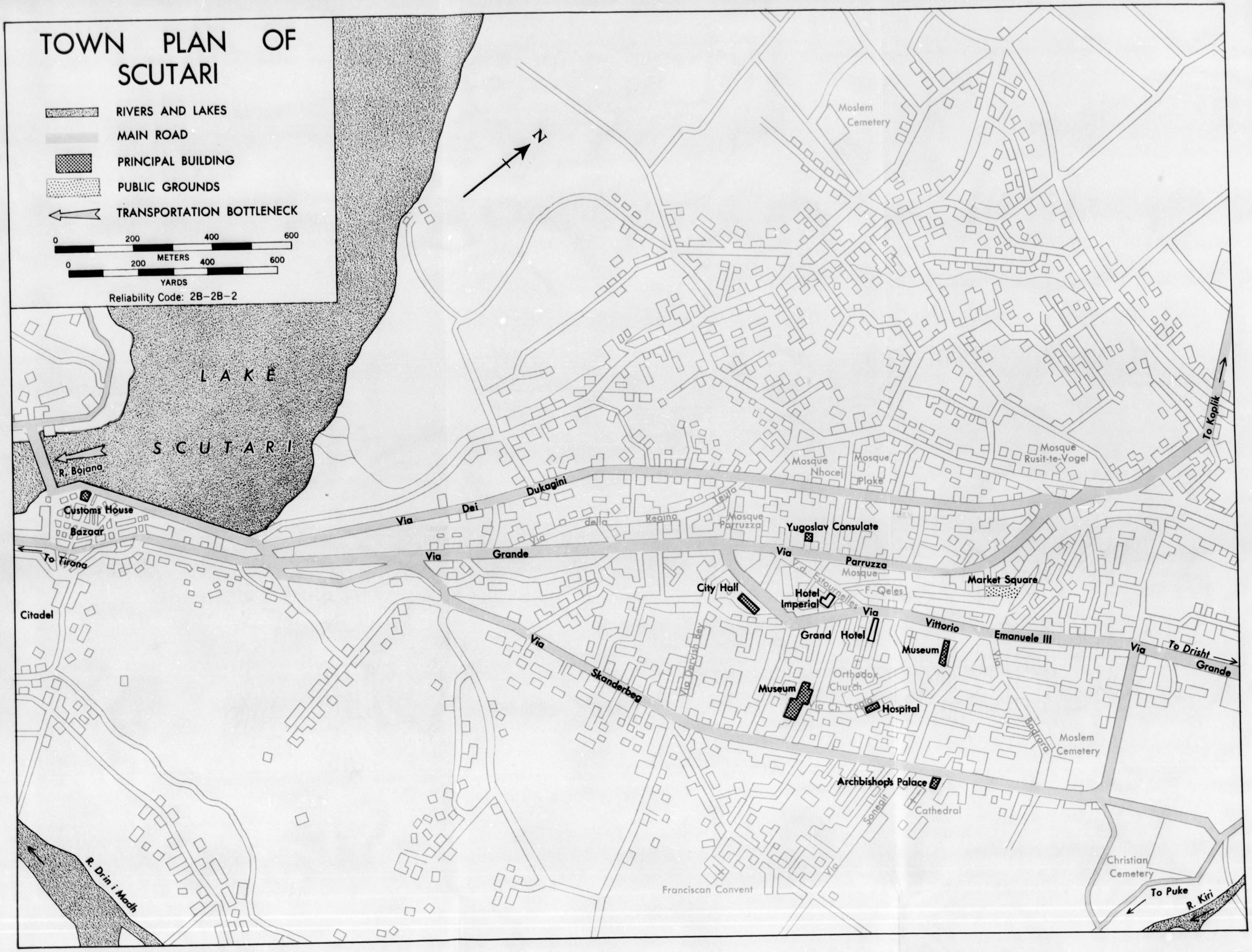
PUBLIC GROUNDS

TRANSPORTATION BOTTLENECK

0 200 400 600 METERS

0 200 400 600 YARDS

Reliability Code: 2B–2B–2



MAP NO. 2630
22 SEPTEMBER 1943

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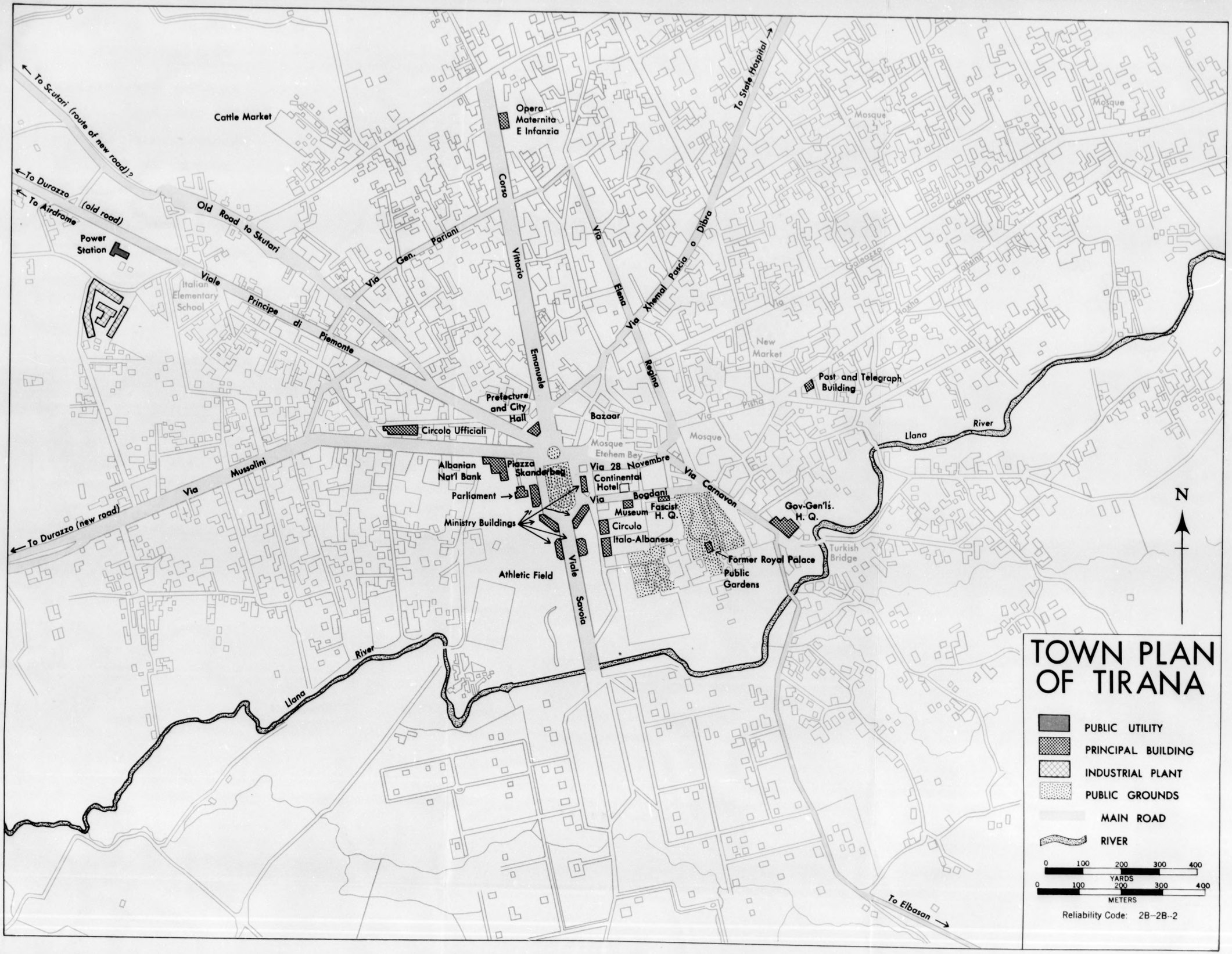
LITHOGRAPHED IN THE REPRODUCTION BRANCH, OSS



MAP NO. 2633
29 SEPTEMBER 1943

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